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(33)

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The Daily Press.

HONGKONG, JULY 20TH, 1905.

The Times has had it telegraphed from Peking that we are endeavouring to secure a monopoly of exclusive rights in Shantung at the expense of other countries. I should not like to lose one moment before twisting the neck of this *cavard*, as soon as possible. Germany demands in Shantung as elsewhere only the open door. If in Shantung we have acquired several concrete railway and mining concessions from the Chinese Government—this by the way, took place in the years 1898 and 1899—there is no question of its being done or being contemplated now. There is, therefore, no question of German exclusive rights in Shantung." Thus Count, now Prince, von Bülow in the Reichstag more than three years ago. Evidently His Excellency made some mistake as to the breed of the bird. It seems to possess more of the characteristics of the phoenix, than the canary, for it has arisen since, and continues to arise. The Peking correspondent of the Times returns to the charge in the issue of June 16th, and reiterates his statements that Germany is making demands upon China for extensions, and further exclusive rights in her leased territory. He now supports his discovery by a long quotation from the Universal Gazette of Shanghai, a journal which he considers to be "an excellent paper which follows closely the foreign affairs of the country and is animated by an independence of spirit and a healthy patriotism which place it in the forefront of native journals." Whether the reputation of

being somewhat ahead of Chinese journalism generally is undiluted praise, and whether Dr. Morrison, in his gratitude and genuine delight at finding a Chinese paper saying what he thinks it ought to say, is to be wholly trusted to know what is healthy patriotism and what is merely the usual anti-foreign prejudice, we do not know. What we do know, or think we know, is that in declaring that "in Shantung she (Germany) was creating for herself and by similar methods of misleading assurances the same advantageous position that Russia had established in Manchuria," Dr. Morrison betrays a prejudice that needs a little taming down, and makes a comparison that is far from odorous. Whatever German ambitions may be in Shantung, and however far they may come to be gratified, it is certain that Germany is not an understudy of Russia, where Asiatic enterprise is concerned. The new demands, that the use of modern mining machinery in the German sphere shall be restricted to Germans, without interference by Chinese officials, and that Chinese shall not compete with Germans within fifteen of their premises, were no doubt enough, in the case of the Universal Gazette, to "make our hair stand on end and our eyeballs burst in uncontrollable rage" (the Chinese journal *Lequitor*), but surely no foreign critic should be so affected. It is well known that when the Chinese are in earnest in any business they are very formidable competitors indeed, and the essay of the Germans to secure the future of their enterprise is as justifiable as it is natural. That the request may have been made to Peking is not at all improbable, and we are not aware that it has been officially denied. That the Chinese should refuse it is equally natural, and equally probable. There does not appear to be sufficient cause for referring to such applications as "demands," and the sensational accounts of unusual military activity in Shantung still require confirmation. The chief witness that there are more soldiers than are called for by ordinary circumstances, and that Tsingtao is being transformed into another Port Arthur, is the Times' correspondent himself; and it appears that he gathered his impressions during the same tour that furnished him with the too "eulogistic account of the Japanese doings in Korea." Newspapers in Japan, responsible journals of repute, as well as foreign journals in Korea itself, felt obliged to call attention to the extent to which the Times' picture was overdrawn. On the subject of German armament in Shantung, as we pointed out at the time, a Japanese traveller in Shantung, who might be trusted, one would think, to raise such an alarm where the circumstances seemed to call for it, declared that there was no appearance of extraordinary strength of militarism within the German colony. Turning to the Chinese point of view, we have to admit the *prima facie* justice of the native paper's protest. "Germans are allowed machinery, and Chinese are refused its use. The liberal treatment to the one stands antipodal to the unjust treatment meted out to the other. Germany's oppressive intentions," says the Universal Gazette, "have reached too high a point." This is all very fine, but to a fair minded man it seems to us that the injustice would be more apparent if the Chinese had been hitherto keen enough to introduce these now very desirable methods in all her other mining territories. If, having done all that lies to her hands in the way of industrial progress throughout the rest of her dominions, she then came to Germany and insisted upon being allowed to play a part in the scientific development of Shantung, it would not seem so "dog-in-the-manger-like" as it at present does to all who are not, like the Teutophobes, suddenly obsessed by an after-all-belated idea that China is threatened with foreign oppression. The Universal Gazette had not only the Germans in mind, as is evident in the use of the generic term "foreigners" in its vigorous worded protestation. Of course, if the subject is to be viewed from the elementary ethical standpoint that foreigners have no business to be where they are not wanted, then undoubtedly Germany may be regarded as a sinner in Shantung. But in these vehement attacks, the Teutophobes appear to be in the position of parties who have insisted on some meek allotment-holder—allowing their chickens to graze over his garden, and who hold up hands in horror at the dishonesty of another neighbour, who has presumed to dig a pond for his ducks in a corner of the same garden.

H.M.S. Glory is expected here from Weihaiwei on Monday.

The French and English Mail of the 16th and 17th June was delivered in London on the 15th and 17th inst.

The 25th plague case was recorded yesterday, an increase of seven, four of which were fatal.

The Hongkong Ice Company, Limited, is laying an interim dividend of \$4 for the half year. Shareholders will find additional information in the advertisement appearing on our fourth page.

The Japanese residents at Yingkow have decided to construct a water-works there. The water is to be brought from the upper reaches of the Liao, and the works will be large enough to supply 60,000 persons.

On page 5 to-day will be found two very interesting articles, both authoritative, relating to the Philippines. We have taken them from a copy of the Daily Bulletin Annual, kindly placed at our disposal by Mr. C. W. Rosentock, who has been staying at the Hongkong Hotel.

The price of coal in Moji has shown a slight decline, compared with that which prevailed during the first half of last month. The average prices of the fuel on the 1st inst. were Yen 55.32 per 100 piculs of lump coal, Yen 49.28 for mixed coal, and Yen 44.24 for dust coal.

British cotton goods are still losing ground in the Tientsin market. The natives are showing a marked preference every year for Indian, Japanese, and Chinese goods. The Indian houses have lost a certain amount of ground to the Japanese, who have spared no effort to gain a strong footing in this market. Chinese textiles are not selling as well as formerly. The quality is poor and the manufacturers defective. French Consul-General at Tientsin.

Things Japanese are greatly in vogue in Korea to-day. The watches, glasses, trunks, hats, umbrellas, and other things shipped to Korea by Japanese merchants are eagerly purchased. In particular, a hunting-cap is the prevailing fashion among the Koreans who are following the new order of things. The members of the Yichin Association, who number tens of thousands, have made the cap their emblem of identification. The upper classes of society are wearing felt and tall hats.

Sandow and his band of athletes again entertained a large and enthusiastic audience at the City Hall last night when, owing to an inconvenience with the scenes on the previous evening, the programme was slightly altered. In order to afford residents living on the outskirts of the town, who may not wish to sit the play out, an opportunity of seeing the feats of the "perfect man," Mr. Sandow has decided to, in future make his appearance on the stage from 9.15 to 10.15.

The Bangkok Times understands that Mr. B. F. W. Hamacher has sold his tin mine concession at Bangtaphan to Mr. Dibley, an American citizen, for \$6,000 (gold). Mr. Hamacher has had this concession for something over twelve years, and the lease has now thirteen more years to run. The site of the concession is about fifteen miles from the coast and water has to be brought some distance to the works. Mr. C. C. Jones is acting as manager for Mr. Dibley who has left Bangkok for the United States.

In the small hours one morning a Singapore police patrol saw three Chinamen attempting to break into a Chinese house. The burglars were seized, and on being searched a knife and chisel were found on them. The accused also had two packets of queer smelling powder, and it is stated by a native authority that burglars burn this powder at the house they intend to operate on, and it sends the inmates into a deep sleep, leaving the burglars free to work their will in the house. The powder has been sent to the Government Analyst for examination though the police believe it is merely meant to throw in the eyes of any one attempting to seize the burglars.

A terrible explosion occurred recently at a pyrotechnic establishment in Rouen. A workman was filling a pocket-case when, from some cause unexplained, it exploded, the fire immediately extending to a jar close by containing about 2lbs. of explosives. The workman was killed, and two others badly burnt. To make matters worse, a pail seized the fifty workmen engaged on the premises. They rushed towards the exit in wild terror, twenty being more or less hurt. Meanwhile the fire had gained a hold. One hundred and twenty thousand fireworks of various kinds were stored on the premises, and blew up with a report heard thirteen miles away. Trees and plants were blown down as though by a cyclone. The premises were reduced to a heap of ashes.

An Italian aeronaut had a terrible experience a few weeks ago. The aeronaut, Maechi, made a balloon ascent at Vogera on a trapze. A gust of wind drove the balloon against the smokestack of a factory. It became entangled, but the aeronaut clung to the bar of the trapze at the height of 150 feet from the ground and shouted for help. Firemen arrived, but their ladders were too short. An army engineer at Pavia was summoned by telegraph and arrived three hours later. Meanwhile the aeronaut, still calling for help, was losing strength, while the balloon was gradually losing gas. Soldiers finally succeeded in hoisting a rope to the top of the chimney and the aeronaut was lowered to the ground in such a feeble condition that he had to be taken to a hospital.

H.M.S. Glory is expected here from Weihaiwei on Monday.

## TELEGRAFS.

[DAILY PRESS SERVICE.]

DEATH OF ANOTHER  
SINGAPORE TAIPAN.

SINGAPORE, 19th July.

Mr. Alex. Cumming, managing director of McAlister & Co., Ltd., ship-chandlers and agents, died suddenly to-day, during an apoplectic seizure.

[REUTER'S SERVICE.]

## THE JAPANESE IN SAGHALIEN.

LONDON, 17th July.

The complete rout of the Russians at Dalaneys with the loss of 80 prisoners and 5 guns, ensures the complete occupation of Southern Saghalien. In the fighting the Japanese had 70 killed and wounded and the Russians 160.

## NEW EXPEDITION TO THE NORTH POLE.

LONDON, 17th July.

Commander Peary has sailed from New York in a specially constructed steamer named the Roosevelt, with two years' supplies, to attempt to reach the North Pole via Smith's Sound.

MR. BALFOUR'S REDISTRIBUTION  
RESOLUTION.

LONDON, 17th July.

Mr. Balfour has withdrawn his redistribution Resolution, but will proceed with the bill next session.

## THE RUSSO-JAPANESE WAR.

LONDON, 17th July.

General Linlithgow telegraphs that Japanese torpedo-boats have entered Olga Bay, situated on the mainland, north of Vladivostock.

FRENCH HONOURS TO BRITISH  
NAVAL OFFICERS.

LONDON, 17th July.

Admiral May has been made a Grand Officer, and Admiral Bridgeman a Commander of the Legion of Honour; and all the Commandants of the British ships at Brest have been made officers of the Legion of Honour.

THE STRANDING OF A FRENCH  
MAILER. A CORRECTION.

LONDON, 17th July.

Reuter's correspondent at Aden wires that it was the *Anemone* and not the *Caledonia* which stranded at Zalla.

## INTERNATIONAL SYMPATHIES.

LONDON, 17th July.

King Edward sent a magnificent wreath for the funeral of the victims of the French submarine boat recently lost.

## COLOUR PHOTOGRAPHY.

LONDON, 17th July.

The French world of science has been for years endeavouring to solve the problem of photography in colours, but has up to now met the question a difficult one to solve, as they have not less been plodding away at the idea. New proofs obtained by quite a simple process have just been submitted to the *Academie des Sciences* by M. Lipmann. The said proofs are on glass, and are positive by reflection, and negative by transparencies, each colour being replaced by its complementary colour. Thus, M. Lipmann photographed several coloured spectrums, the results he obtained were very satisfactory, so far as the colours are reproduced with all their intensity, and with great exactness of shades. For his experiments, the distinguished professor and scientist used plates prepared by himself, the sensitive surface of which is made either of gelatine or of bichromated albumen. This surface, not being very sensitive, necessitates a considerable time in the exposure. If M. Lipmann has at last succeeded in obtaining reversed colours by transparency, he will have certainly fulfilled one of the desiderata of colour photography, which consists in pulling off a negative a number of positive proofs.

## A FAMOUS PARIS HAUNT.

The Grand Véfour, or *Napoleon's Restaurant* as it was familiarly called, and which has just closed its doors after an unbroken existence of nearly 140 years, was one of the most historical restaurants in Paris. Though established in 1769, it was only twenty years later that it became a great resort of fashion. The excellence of its cooking was proverbial, and apart from its historical associations, sufficed to attract English and American wealthy visitors. The majority of people went for the sake of curiosity, in order to be boastful of having sat where Napoleon, Wellington, and other illustrious personages had done previously. On the mirrors which hung round the principal dining room, were scratched the names of all historical characters. These are worth keeping, if they have not already been sold to some "American millionaire," English collector of antiquities.

## ADMIRAL ROZHDESTVENSKY.

There are now 164 Russian officers and men at the Sasebo naval hospital. They are all progressing favourably towards recovery. Admiral Rozhdestvensky's wound on the head is not yet healed, but those on the thigh and other parts are nearly so. He is very cheerful and passes his time in reading or conversation.

## SUPREME COURT.

IN SUMMARY JURISDICTION.

Wednesday, 19th July.

BEFORE MR. A. G. WISE (PUISNE JUDGE).

ERNST WOHLFAHRT V. THE HONGKONG HOTEL CO. LTD.

This was a claim by the plaintiff for the sum of \$7,000 from the defendant company for alleged wrongful dismissal.

Mr. R. F. C. Master (of Messrs. Johnson, Stokes and Master) appeared for the plaintiff, and Mr. H. W. Locker (of Messrs. Deacon, Looker and Deacon) represented the defendants.

Mr. Master stated that the plaintiff arrived in the Colony about the 16th September, 1903, and took over his duties as *chef* at the Hongkong Hotel. He continued to perform those duties to the best of his ability; and as far as he knew to the satisfaction of the directors, up to the actual date of his dismissal on the 1st June. The plaintiff brought the action within the summary jurisdiction of the court because he wished to avail himself as far as possible to clause five of his agreement which stipulated that he should receive a second class passage home. About the 27th May, or a little earlier, some difficulty arose between the plaintiff and the hotel directors. Mr. Davies, acting manager of the hotel, had a dispute with the plaintiff regarding some "sous-fish," the upshot of which was that the plaintiff was suspended and ultimately dismissed from the hotel's service.

The defense was that in a further term of the plaintiff's agreement, notwithstanding anything therein contained, the defendant company should have power to dismiss the plaintiff at any time if he should cease to perform his duty to the satisfaction of the directors; but in the event of such dismissal the company should pay the plaintiff two calendar month's salary and a second class P. and O. passage to England, provided such passage was availed of within one month after such dismissal.

A further term of the said agreement stated that the principal duty of the plaintiff thereunder would be to attend the market daily (Sundays excepted) before 6 a.m. and select the best procurable provisions for the use of the defendant's hotel. It was also part of the plaintiff's duty to teach and supervise the Chinese cooks, pantrymen and other persons in the employ of the company, in the preparation and service of food. On the 1st June the directors, being dissatisfied with the manner in which the plaintiff was performing his duties, dismissed him, sending him a cheque for two months' salary and informing him that his second class passage to England would be provided within one month from date.

The defendants denied, as stated in the statement of claim, that the plaintiff had faithfully and diligently served the defendant company in accordance with the terms of his agreement.

Ernst Wohlfaehrt, the plaintiff, deposed:

I am *chef* at the Hongkong Hotel. I first heard that they required a man through their agents in London, and entered into an agreement with them, in pursuance of which I came to Hongkong. I arrived on the 16th September, 1903, and my duties have never been complained of. When engaged, I was told I would receive a Christmas box of £250 a year, but I have never received such a present. Shortly after my engagement, I was told that the food was better. I watched the Chinese cooks to see that they served the dishes up properly, and did my best to assist the manager of the hotel. So far as I know Mr. Davies was always perfectly satisfied with me. There is a direction book kept at the hotel, wherein complaints are written, and I have to sign it. On 9th April I received a letter from Mr. Davies in which it was stated that I was given a 10 per cent bonus, and everything went smoothly until May, when a complaint was made to me by Mr. Osborne about the age of some carrots. This was the only personal complaint made to me at that time.

On the 22nd May souse fish was served and there was another complaint. I had seen to the fish myself, and am sure it was good.

On the 26th May Mr. Davies told me that his wife was going to make some souse fish, but I objected, as the boys would laugh at me if they saw a woman coming into the kitchen. When I returned from a walk I

THE ANTI-TORTURE  
ORGANIZATION.

The movement started in Hongkong for the abolition of Torture in China is progressing steadily. We hear that two Ministers have taken up the matter and have distributed pamphlets to the principal Chinese authorities in Peking. The local committee is also active. They have sent copies of pamphlets to all the principal authorities in the 19 provinces of China Proper, and in the outlying territories. They have also sent a letter to Wu Ting Fong who has done such meritorious work for legal reform in China.

We have much pleasure in publishing the letter sent by the Committee to H.E. Wu Ting Fong; and, thinking it may interest our readers, to have an English translation of the pamphlet published by Mr. Volpicelli we propose to publish it in an early issue. It is a Chinese translation of the twelfth chapter of Beccaria's famous work on "Crimes and Punishments," which, translated in the principal languages of Europe in the second half of the XVIII. century, brought about with extraordinary rapidity the abolition of torture, then prevalent in most European countries.

The arguments used by the celebrated Italian author are very interesting for us who are now living on the outskirts of the great Empire where unfortunately it is still prevalent. They may even be useful when we happen to meet some old resident whose imperfect mental development has led him to adopt some of the erroneous notions of the country, even those condemned by the most thoughtful and right minded of the Chinese. For, surprising as it seems, we are told that there are adult Englishmen who believe that torture is a suitable means of securing evidence in Chinese cases.

The letter to Wu Ting-fong reads as follows.—

Hongkong, 15th June, 1905.

Excellence.—Allow us to express our sincere congratulations for the good work you are doing to modify the Criminal Jurisprudence and Procedure of China. Your success in the abolition of "ling-oh-h" and your proposal for the abolition of Judicial Torture, still under discussion, (as we are informed), represent important landmarks in the present evolution of China. As we have been some time working in the same field, we have much pleasure in offering you all our assistance. We beg to forward you some copies of a pamphlet, containing a translation we considered most opportune at the present moment. It is the translation of the celebrated Chapter XII. of Marquis Beccaria's work on "Crime and Punishment," a work which, as Your Excellency well knows, was translated in most of the languages of Europe and transformed the Criminal laws of Europe in the XVIII. century.

Perhaps the greatest advantage of international intercourse is the exchange of ideas and historical experiences. The truths discovered by chance or skill in one nation thus become the common property of all mankind, whose progress is therefore rendered more rapid and extensive. We, therefore, hope that the thoughts which produced so much good in Europe nearly 150 years ago may assist China in her present state of evolution.

We started our work some months ago, and had the fortune to begin under the auspices of H.R.H. the Duke of Abruzzi, who graciously consented to preside at our first meeting, and since then we have published the chapter before mentioned in many papers and sent copies of the pamphlet to the principal Metropolitan and Provincial authorities in China, and we shall be most pleased to forward copies either to you or to the addresses you may point out to us.

Movement for the Abolition of Torture in China. Founders' Committee: Z. Volpicelli, Consul General for Italy; J. L. Howe, Bishop of Victoria; Sir Henry Berkeley, lately Chief Justice; P. de Maria, Pro-Vicar Apostolic.

To His Excellency, WU TING FONG.

## NAVAL "MOUSE-RAPS."

White mice are on the payroll of the British navy and are credited with a shilling a week pay. They are used on submarines, three always forming part of a submarine's crew. They are placed near the gasoline tanks to detect any escape of vapour. The white mouse is extremely sensitive as to its olfactory nerves. When the submarines are under way the mice are carefully watched. When they set up a continuous squeaking it is time to look to the gas line tanks, for these animals are able to detect the slightest leakage and at once give warning. The Admiralty set great store by these little animals, and insist that they shall be ear fully cared for. In addition to the shilling a week the mice are given full naval rations. Fearful that the money and rations might lead them to debauchery, the "jockies" confidently draw the mice's money and rations and divide them among themselves. Introduction of the mice has led to a new term in the navy. Submarines are now called "mouse traps."

## THE DOCK ACCOMMODATION IN YOKOHAMA.

The need for further dry-dock accommodation so often expressed by th sa having control of shipping interests in Yokohama, has been emphasized by the demand which is now being made upon the Dock Company by owner and masters of vessels now in port and in the neighboring harbours of the Empire. And, in view of the increased docking facilities offered by the Mita Bishi Yard at Nagasaki, as well as that included in the scheme for the extension of the harbour at the Southern port, a thing of local interest is given to the subject as showing how the foreign trade of the country is developing notwithstanding the present prolonged conflict. For months past both docks have been fully occupied either in repairing vessels, or clipping them in on the one side to be cleaned and repainted, and letting them out at the other—Japanese Chamber of Commerce Report.

## THE SINKING OF THE "TETARTOS."

## PURSER'S NARRATIVE.

Mr. Kato, purser of the German steamer, which had been chartered by the Osaka Shosen Kaisha and was sunk by the Russian auxiliary cruiser *Rion* on 29th May, has returned to Osaka from Batavia. He describes the incident as follows:

The *Tetartos* left Otaru on 23rd May, passed the western channel of the Tsu-hime straits on the night of the 29th, and reached a point 61 nautical miles south-east of Shantung Peninsula by the 21st at 5 p.m., when she was stopped by the *Rion*. A body of Russian officers and sailors then boarded the steamer and carried away all the important papers. After a while the *Rion* signalled the *Tetartos* to follow her, and we continued steaming until the morning of the 29th when we were instructed to stop. The Russian officers and men of the preceding day returned to our steamer and ordered the crew to leave the vessel in thirty minutes. We were conveyed to the *Rion*, which then fired three shells from a quickfire at our steamer, the latter finally sinking after an hour. A young Russian officer who could speak English informed us that the captain had given orders that the Japanese should be kept quiet at all hours and not be allowed to see any details of the vessel. We seven Japanese were then confined in a hold at the bottom of the ship, and furnished with a small quantity of black bread and tainted meat. Seven Germans who had been on board the *Tetartos* were treated as guests, while the 29 Chinese members of the crew were treated as ordinary seamen. Owing to a desire for the vessel drifted between Shanghai and the Pescadores for two days. On June 3rd at 5 p.m. the *Rion* discovered a British steamer, and overhauling her threw overboard all contraband articles found on board. It was on that occasion that the Russians appeared to have been informed for the first time of the crushing defeat sustained by their fleet at the hands of the Japanese. The crew of the *Rion* were apparently panic-stricken by the news, and increasing the speed of the vessel to 24 knots, ran south via the Lihoku Islands. On the afternoon of the 7th, she again overhauled a British steamer on the Manila-Hongkong route. But she refrained from sinking the steamer and steamed ahead again at full speed. It was on the 14th that the *Rion* arrived at Batavia, and on the following day she coaled at the jetty, and we Japanese were then released. We left Batavia on the 16th and arrived at Singapore on the 18th by a French steamer, and thence proceeded to Hongkong and Japan. At Batavia we saw five Dutch battleships—*Japan Times*.

## TRAGIC DISCOVERY ON A GERMAN STEAMER AT KOBE.

NAGASAKI GIRL'S DEAD BODY FOUND.

At an early hour yesterday morning, reports the *Kobe Herald* of July 10th, the dead body of a Japanese girl was found on the deck of the German mail steamer *Prinz Waldeimar* in an almost naked condition, under circumstances which lead to the suspicion that she may have been the victim of foul play.

From enquiries which have been made by the police, it appears that a number of Japanese girls, of the most part, about seventeen years of age, were concealed on a lightship by a Japanese named Yoshida Nohachi to the *Prinz Waldeimar*, where they were stowed away in one of the ship's boats, the latter being covered over with a heavy tarpaulin to prevent their presence being discovered. As it may readily be imagined, the heat and lack of food soon induced the unfortunate girls to a miserable condition, with the result that Yoshida, the man in charge of them, seems to have become frightened and disappeared. What happened subsequently among the wretched inmates of the boat is as yet very far from clear, but, as has been said, the body of one of them was found lying on the deck yesterday morning, and the enquiries made by the police, go to show that two lascars, who were concealed in the stowing away of the girls, tied a weight round the victim's body and threw her out of the boat, intending that she should go over the ship's side. To their consternation, however, the body fell on the steamer's deck, where it was shortly afterwards discovered. Whether the girl died in the boat from the heat and want of food, or was murdered there, or was killed by her fall, cannot as yet be said. It may be noted, however, that some of the bones of the neck were found to be broken.

The body was sent away from the *Prinz Waldeimar* in a launch soon after 9 o'clock yesterday morning, and handed over to the Water Police. The victim has since been identified as Nakahara Tsuru, from Nagasaki Prefecture, and it is said that she was only fourteen years of age. The police are actively enquiring into this gruesome affair, and have already arrested a man named Kumazawa Mitaro (who has for some time been suspected of connection with the traffic in Japanese girls), of Niigata-machi, Hiogo, and his female servant, Sawa-ko, together with the two Indians referred to above. Yoshida Nohachi, who is believed to have taken the girls to the steamer, has not yet been found.

## THE SIMPLE LIFE.

A telegram from Richmond, Virginia, gives an interesting account of the simple life led by Mr. and Mrs. Roosevelt while resting on their newly-acquired farm. The President and his wife arrived there after the f rm had had a most strenuous walk at Washington trying to bring Russia and Japan together. They dined at a neighbour's, and then walked to their farm, which being newly acquired, was without domesticities. They spent the night there, a guard and alone. In the morning Mrs. Roosevelt went down to the kitchen to prepare breakfast. The President's wife found a flame oil stove in the kitchen, but not a match was to be had. The President also was without matches, but fortunately a Virginia negro passed along, and from him a match was obtained, and the stove soon had a fire blazing in it. What the President and Mrs. Roosevelt ate for breakfast is unknown, but the meal is said to have been simple and democratic.

## WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:

On the 18th at 4 p.m. This morning the wind was moving towards N.N.W. to the W. of Nagasaki.

On the 19th at 11.55 p.m. The barometer has risen slightly on the China coast, and fallen a little over the Philippines.

The typhoon has probably moved into the W. part of the S. of Japan.

The Japanese returns are, however, not yet to hand.

Sea remains low over Larson and probably another depression is forming in the Pacific.

Light variable winds will probably prevail in the Formosa Channel, and moderate N.E. to N.W. winds over the N. part of the China Sea.

Forecast:—Light variable winds; fair.

## THE CRIMINALS OF SAGHALIEN.

## WHAT COULD JAPAN DO WITH THEM?

In view of a possible occupation of Saghalien, the Japanese papers are already discussing the policy likely to be adopted by this country in regard to its population of Russian criminals.

In this connection, the *Japan Mail* points out that there is now a population of 33,200 on the big island—an island bigger than Kubush and Shikoku rolled into one—and of these 29,000 are Russians. Not ordinary Russians, however.

The greater part of them are convicts. A worse or more ungovernable set of men it would be hard to find.

Many of them are said to be enrolled as volunteers, and to be divided into small forces for

from 90 to 300 each, scattered about at the important places along the coast.

The garrison of regulars does not exceed from three to six thousand, so that no great military difficulty is likely to be encountered.

The problem will be the subsequent administration of an island with such a population.

Our contemporary's view is that a strong hand should be shown from the outset, and that the turbulent spirits should be forced into docility. That is certainly one course, but it has the great disadvantage that belief in free will which forms part of our religion. It is clear that if, on the one hand, man is urged by the influence of his economic environment to seek his fortune in the field of politics, he is, on the other hand, less inclined towards the same cause by the influence of his religious sentiments.

For, although the influence, the stress, and the anxiety produced by economic pressure are the most apparent reasons for man's efforts to secure relief, they are, in fact, founded in a deeper cause. It is the threat that man's growing contempt of economic helplessness will destroy his sense of free will, and thus make him a moral as well as an economic slave, which causes him to struggle so violently in the mould of his economic environment. In this struggle he is sustained by all the teachings of free will Christianity, for without the idea of free will Christianity would be an empty creed.

Now, wherein lies the application of all this to the problem of tropical Government, and what principle is to be formulated for our guidance by applying our theory to the conditions of tropical life? It is obvious that, as there is here in Ceylon, that all the means of political power upon the means of subsistence, economic pressure, which is the root of political ambitions in a people, has found no place in the annals of those countries. When we turn to India we find a most interesting application of our theory. In India, from very early times, economic pressure has been severe, and to this fact we may trace the existence of the village community, which afforded to small bodies of people the element of representation in regard to the management of petty local affairs. Until after the conquest of India by the British power the village communities of India were, for all practical purposes, self-contained communities; the economic life was conditioned almost entirely by cause operating within the community itself, and hence there never arose any desire from economic causes to carry the political authority of the community beyond its own limits. Again, the extraordinary social conditions of India, and particularly the institution of caste, worked against the prospect of any political growth beyond the stage of the village community. But in India, as in Europe, religion has played an important part in determining the course of political evolution. In Europe, as we will see, the religious conception of free will operated in the same direction as the economic stimulus, and operated with great force. In India, on the other hand, the great mass of the people have always belonged to religions of which the idea of free will forms no part, but of which, on the contrary, fatalism is the strongest characteristic. It is very evident, then, that a conviction of economic enslavement, so far from outraging the moral sentiments of the people of India, would fit them very right to—that the prescriptions of the international code will be quite complied with. The buccaneers and gallions made war upon one another, wherever met, even when their respective countries were at peace. But there is one blacker feature in the present system of outrage. The neutral vessels so summarily sunk are unarmed, and when they make surrender to superior forces, their commanders and crews believe—as they have every right to—that the prescriptions of the international code will be strictly complied with. The buccaneers, on the contrary, knew that they fought with halters round their necks, and the suspension of these fierce sea-rovers from the yard-arms of the victors was accepted as quite in harmony with maritime etiquette. There was no "decit" on either side; both recognised the justice of "vae victis."

The *Auban*, *Terel*, *Dnieper*, and other Russian cruisers are pirates, and nothing less; they have broken loose from the control of their Government, as Count Lansdorff confesses, and consequently cannot be punished through its instrumentality. But punished they must be in such sharp fashion as to bring their enormities to an end, once for all. Formal intimation should, therefore, be given at once to Count Lansdorff that, as he acknowledges his inability to prevent a recurrence of such outrages, Great Britain intends to take whatever action seems best calculated to serve that purpose. There is only one kind of action likely to be effective, in restraining the piratical commanders from wreaking vengeance on innocent, unarmed ships. The "lex talionis" should supply the blank in this page of history; any vessel flying the Russian flag which sinks a neutral ship should be hauled down and subjected to the same treatment. If resistance was offered, the officers and crews would, of course, be tried by the international code for piracy in the country damaged by their piratical proceedings. It must come to that, if the St. Petersburg Government continues to plead helpless; whatever other Powers may do, Great Britain cannot, and will not, accord impunity to maritime bandits who contemptuously ignore the plainest prescriptions of civilisation. For a time, only British merchantmen were sunk, but the Russian appetite has evidently been refreshed by what it fed on, and other nationalities have latterly been subjected to the same treatment, even including Germany, in spite of the Czar's desire to cultivate more friendly relations with his powerful neighbour. But it is of no concern to the greatest of maritime Powers what action other Governments take or leave untaken. Great Britain, fortunately, can police the high seas without alien co-operation, even at the risk of armed hostilities.—*Globe*.

A NEW GERMAN CABLE.

HAT MANUFACTURE.

The following is a translation of an Italian letter sent from Glasgow to Mr. J. Wilson, M.P. for the St. Eustace Division:—

Glasgow, June 1, 1905. Dear Sir,—I have just arrived from Paris to help the Italian colony in Scotland with five others; my underlings are ready

to casting stones to kill just as they tried to kill King Alfonso, you Mr. Cameron Corbett, Mr. Hunter Craig, and your two other accomplices who are attempting to close on Sundays and at 10 o'clock on other days. The Bill has thrown the whole Italian population of Scotland into consternation. To-morrow morning we leave for Edinburgh, and then we shall await the issue of this affair; and if the Italians are compelled to close at 10, as has already been begun in several places in Scotland, and if Sunday closing is passed, your lives will not be worth a shilling of lightning. So tell you to prepare five ropes to strangle us, as we are ready to do the deed, we salute you, and sing ourselves. Long live anarchy!—I. V. Italian chief; F. M. Gorman; M. F. Frenchman; J. M. T. English; J. R. Frenchman." Then follows a pictorial representation of a dagger.

SENSATIONAL AFFAIR AT TOKYO.

About seven weeks ago, says the *Japan Mail*, there died in Tokyo a celebrated poet, Mr. Noe. He was also a member of the Lower House, inheriting a taint of leprosy, which indeed had declared itself in his son, Mr. Naguchi entered into a compact with his brother, an eminent Professor of the University, and his younger sister that all should remain unmarried so that their family might die with them. In their household, however, was a young student, called Takebayashi Daisaburo, and between him and the young lady an intrigue sprang up. It ended in their marriage with the reluctant consent of the two brothers. But the conduct of the student became ultimately so outrageous that he was divorced and expelled from the family circle. By-and-bye Naguchi died suddenly, and there his story might have ended had not Daisaburo been apprehended on suspicion of murdering a druggist, Konishi. After the examination of the suspect's orders were given for the disinterment of Naguchi's remains, and they are now undergoing chemical analysis. The yellow journals of Tokyo are full of the history. But it may prove a myth after all.

LATEST STEAMER MOVEMENTS.

The N.D.L. str. *Borneo* left Sandakan on Sunday, a.m., and may be expected here to-day, p.m.

The H.A.L. str. *Sambia*, from Hamburg, left Singapore for this port on the 18th inst., p.m., and may be expected here on the 24th inst., p.m.

Latest American Methods.

Reasonable Fees.

No charge for examinations.

Office hours 9 a.m. to 5 p.m.

No. 2, FEEDER STREET (next to the General Post Office and opposite to the side entrance to the Hongkong Hotel).

Hongkong, 5th June 1905.

## THE BRITISH EMPIRE IN THE FAR EAST.

Mr. Alleyne Ireland, read a very interesting paper on "British Empire in the Far East," at a meeting of the Royal Colonial Institute, with Dr. Parkin, C.M.G., in the chair. Mr. Ireland's address ultimately resolved itself into an argument in favour of an economic instead of a political interpretation of tropical civilization.

After drawing attention to the fact that the natives of the tropics have never developed, in the whole course of their history, any national Governments based on representative institutions, Mr. Ireland said: "The fact before me explains several important points in connexion with the historical condition of the tropics. We have seen that in so far as the idea of a political development of tropical peoples finds expression in Europe and America, it can be traced to our own keen sense of the importance of political, and among ourselves, the

importance of economic instead of a political civilization.

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**NOTICE.** Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to THE MANAGER, THE DAILY PRESS, and special business matters to THE MANAGER.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: "Press, Codes, A.B.C., 5th Rd, Lieut." P.O. Box 33. Telephone No. 12

**NEW ADVERTISEMENTS**

TO LET.

N<sup>o</sup>. 3 MACDONNELL ROAD.

Apply to—  
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.  
Hongkong, 20th July, 1905. [1707]

HONGKONG ICE COMPANY, LIMITED.

NOTICE.

In accordance with the Provisions of No. 104 of the Articles of Association of the General Managers have this day declared an INTERIM DIVIDEND for the half year ended 30th June, 1905, of FOUR DOLLARS per share.

DIVIDEND WARRANTS may be obtained on application at the Office of the Company on and after Wednesday the 2nd August.

The TRANSFER BOOKS from the 24th to 31st inst., both days inclusive.

JARDINE, MATHESON & CO., General Managers.  
Hongkong, 18th July, 1905. [1708]

SWATOW DISTRICT.

LOCAL NOTICE TO MARINERS,  
No. 48.

ROCK TO THE NORTH OF LAHOOKS.  
The following information has this day been received from the Commander of H.M.S. surveying ship *Watervitch*:

"A rock with 20 feet over it at L.W.O.S. and depth of 8 to 17 fathoms close round is situated in the following position:

From the Rock—

Lamock Island High Light bears S. 7° W.  
Centre of Dome Island bears S. 65° W.

distd 11 4/10 miles.

North Point Nameo Island bears N. 73° W.

The rock is marked by tidal rips during the strength of the tide. The lead gives no warning of approach.

Bearings are Magnetic.

Lat. 23° 29' N.

Long 117° 19' E.

C. P. LYNBORG,  
Acting Harbour Master.

Approved:  
FRANK SMITH,  
Acting Commissioner of Customs.

Custum House,  
Swatow, 17th July, 1905. [1709]

IN THE SUPREME COURT OF HONGKONG.

IN BANKRUPTCY.  
No. 29 of 1905.

Re CHAN LEUNG CHAM, alias CHAN KIM SHIN lately trading at No. 320 Des Vieux Road Central, Victoria Hongkong, Merchants.

NOTICE IS HEREBY GIVEN that all creditors who have claims against the above named debtor CHAN LEUNG CHAM alias CHAN KIM SHIN should file proof of their claim with the undersigned within 7 days from this date.

G. H. WAKEMAN,  
Official Receiver.

Dated the 19th day of July, 1905. [1710]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer  
"MALACCA,"  
FROM ANTWERP, LONDON, MALTA,  
PORT SAID, SUEZ, COLOMBO  
AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:

From London, &c., ex.s. Moldavia.  
Optional Goods will be landed here unless instructions are given to the contrary before 4 P.M. To-DAY.

Goods not cleared by the 25th Inst., at 4 P.M., will be subject to rate.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

L. S. LEWIS,  
Acting Superintendent.

Hongkong, 18th July, 1905. [1711]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, RIUME, PORT SAID, SUEZ, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

THE Company's Steamship

"AUSTRALIA,"  
having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained. This Vessel brings on Cargo:

From Venice ex.s. Espero, transhipped at Trieste.

From Zanzibar ex.s. Africa, transhipped at Aden.

Optional Cargo will be discharged here unless notice to the contrary is given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the undersigned before Noon, on the 25th July, or they will not be received.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 25th July, will be subject to rent.

Bills of Lading will be countersigned by Sander, Wielie & Co., Agents.

Hongkong, 18th July, 1905. [1712]

**NEW ADVERTISEMENTS**NORDDEUTSCHE LLOYD, BREMEN.  
IMPERIAL GERMAN MAIL LINE.

FOR EUROPE.

THE Steamship

SACHSEN.

Captain V. Letton-Petersen, will leave for Europe TO-DAY, the 20th inst., at 4 P.M.

For Further Particulars, apply to

NORDDEUTSCHE LLOYD,  
MELCHERS & CO., Agents.

Hongkong, 18th July, 1905. [1705]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

GREGORY APCAR,

Captain J. G. Oliff, will be despatched for the above ports on TUESDAY 25th inst., at 3 P.M.

For Freight or Passage, apply to

DAVID SASOON &amp; CO., LTD., Agents.

Hongkong, 20th July, 1905. [1698]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &amp;c.)

THE Steamship

"EMPIRE,"

Captain Holmes, will be despatched for the above ports on WEDNESDAY, the 31st August, at NOON.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &amp;c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A duly qualified Surgeon and Stewardess are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON &amp; CO., Agents.

Hongkong, 18th July, 1905. [1706]

INTIMATIONS.

THE EVENT OF THE SEASON.

TO-NIGHT (THURSDAY), 20TH JULY

SANDOW.

THE PERFECT MAN

and exponent of Physical Culture,

And his GRECO-ROMAN ARENA.

SUPPORTED BY HIS PUPILS OF ALL NATIONS.

SANDOW will appear nightly from 9.15 to 10.15 for the benefit of those living out of town.

From 10.30 to 11.45 athletic displays by the pupils.

Plan at the ROBINSON COMPANY.

PRICES—83, 82 and 81.

Doors Open 8 P.M. Overture 9.15 P.M.

A Special Car will run to the Peak every night 15 minutes after the Performance.

Hongkong, 14th July, 1905. [1673]

CINEMATOGRAPH SHOW OF THE RUSSO-JAPANESE WAR.

NAVAL AND MILITARY BATTLES.

TWO SHOWS EACH EVENING,

7.30 to 9 P.M. and 9.15 to 11 P.M.

1st Class—50 cents; 2nd Class—30 cents;

3rd Class—15 cents.

TENT OPPOSITE CENTRAL MARKET.

JAPANESE CINEMATOGRAPH CO.

Hongkong, 18th July, 1905. [1693]

NOTICE.

HONGKONG AND WHAMPoa DOCK COMPANY, LIMITED.

MR. WILLIAM WILSON has this day assumed charge of the Company as

Acting Chief Manager during the absence on leave of Mr. W. B. DIXON, or until further notice.

By Order of the Board of Directors.

C. F. CHATER,  
Chairman.

Hongkong, 13th July, 1905. [1669]

NOTICE.

THE HONGKONG AND CHINA GAS COMPANY, LIMITED, beg to notify

the public that in addition to the recent REDUCTION IN PRICE OF GAS TO \$3.00 PER THOUSAND cubic feet, they now offer the following FAVOURABLE TERMS to INTENDING CONSUMERS:

1. SERVICES up to 50 feet in length will be laid FREE

2. NO CHARGE will be made for METER FIXING.

THESE CONCESSIONS will only apply to houses in which the work of fitting internal pipes is carried out by the Gas Company.

ESTIMATES for any kind of Gas-fitting will be supplied WITHOUT COST to intend ing existing customers.

The Company hire or sell all kinds of Gas Fittings, whether for Heating, Cooking or Lighting, and INVITE INSPECTION of their Stock at their NEW SHOW ROOMS at WEST POINT.

GEORGE CURRY,  
Local Secretary.

Hongkong, 14th June, 1905. [1441]

**BANKS****INTERNATIONAL BANKING CORPORATION.**

Fiscal Agents of the United States in China

the Philippine Islands and the Republic of Panama.

CAPITAL AND SURPLUS

AUTORISED ... Gold \$10,000,000

PAID UP ... Gold \$3,250,000

RESERVE FUND ... Gold \$3,250,000

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LONDON OFFICE: Threadneedle Street, E.C.

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LONDON BANKERS.

UNION OF LONDON AND SMITHS BANK, LIMITED.

BRITISH LINEN COMPANY BANK

The Corporation transacts every description of Banking and Exchange business, requires money in Current Account and accepts Fixed Deposits at rates which may be ascertained on application.

CHARLES R. SCOTT,  
Manager.

20, Des Vieux Road,

Hongkong, 26th May, 1905. [1632]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 per cent.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed or FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.

J. R. M. SMITH,  
Chief Manager.

Hongkong, 1st May, 1905.

YOKOHAMA SPECIE BANK LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED ... Yen 24,000,000

CAPITAL PAID UP ... 18,000,000

CAPITAL UNCANCELLED ... 6,000,000

RESERVE FUND ... 9,720,000

HEAD OFFICE—YOKOHAMA.

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**SHIPPING OF THE PHILIPPINE ISLANDS.**

BY M. R. MCCOY, DEPUTY COLLECTOR OF CUSTOMS FOR THE PHILIPPINE ISLANDS.

The title of this article is probably a misnomer, for practically the Philippine Islands have no shipping. The coastwise fleet consists of comparatively few vessels, inadequate in number, speed, and tonnage, and lacking some extent at least a Manning personnel of experience and training. There are no vessels of Philippine registry in the carrying trade between the islands and foreign ports; all the commerce, import and export, coming and going in foreign bottoms.

At this point a few statistics may illuminate the statement made above and establish a point from which to view the shipping conditions and possibilities. During the year 1904, 556 vessels, having a net registered tonnage of 1,005,388 tons, entered the port of Manila, bringing freight aggregating 62,692 tons, valued at \$25,439,305 gold. Of this import tonnage 75,091 tons, valued at \$4,915,43 was from the United States, and 2,525 tons, valued at \$554,007 was from Hongkong. This Hongkong tonnage does not represent the quantity actually carried by the Hongkong-Manila steamer, as it does not include foreign transit cargo transhipped at that port for Manila and other Philippine ports. Of these vessels 82, with a registered tonnage of 254,407 tons, were of American registry, arriving from the United States, and 194 with a registered tonnage of 266,527 tons were of foreign registry arriving from Hongkong. Of the import tonnage brought to Manila, merchandise to the value of \$2,326,429, or less than fifty per cent of the imports from the United States, arrived in American vessels; and merchandise to the value of \$301,420 (a trifl over one per cent of the total) was carried in vessels of the Philippine Islands and consisted mainly of rice cargoes imported from Suez.

The export trade of the islands shows practically the same conditions and preparations. During the year there was exported from the port of Manila, 162,403 tons of merchandise valued at \$22,501,742 gold. Of this 43,554 tons valued at \$8,313,742 went to the United States, and 9,076 tons, valued at \$1,162,292, went to Hongkong. Again the Hongkong tonnage does not correctly represent the shipments to or through that port, as transit cargoes are not included therein. Of the total exports only \$2,11,002 was carried in American bottoms, and none in vessels of the Philippine Islands.

From the above exhibit the conclusion is easily and readily drawn that we in the islands are at the mercy of foreign shipowners both as to our import and export carrying trade, that we can have no effect upon its conditions nor voice in its operation or control, and the payment of freight charges, both incoming and outgoing, is a continual charge against our production.

The causes of the present shipping conditions are easy of determination. Up to and including the present moment no facilities for the building of modern ships exist in the Philippine Islands, and none can exist till a long step in advancement has been taken as to material conditions. Commercially speaking, no coal is mined or produced in the Philippine Islands and coal necessary for the operation of steam vessels as well as all kinds of machinery and manufacturing plants—brought from foreign countries. Under the Spanish government a majority of the officers of coastwise vessels were Spanish subjects rather than Philippine citizens. No effort had apparently ever been made to educate and develop competent ships officers and engineers, and many of the officers of coastwise vessels are still Spanish subjects who were residing in the Philippine Islands on April 11, 1899, and who were then serving as ships' officers in the coastwise trade.

An act of Congress approved April 13, 1904, it is provided that "On and after July 1, 1906, no merchandise except supplies for the Army or Navy shall be transported by sea, under penalty of forfeiture thereof, between ports of the United States and ports or places in the Philippine Archipelago, directly or via a foreign port, or for any part of the voyage, in any other vessel than a vessel of the United States; but this section shall not be construed to prohibit the sailing of any foreign vessel between any port of the United States and any port or place in the Philippine Archipelago, provided that no merchandise other than that imported in such vessels from some foreign port, which has been specified on the manifest as for another port and which shall not have been unloaded, shall be carried between a port of the United States and a port or place in the Philippine Archipelago." Under the terms of this law, on and after July 1, 1906, the Philippine Islands, for the purpose of trade between the United States and the islands, practically become a part of the coastwise trade of the United States, and all commerce between the United States and the islands must be carried on in American vessels; it being presumed that vessels of the Philippine Islands registered therein and flying the American flag will be construed to be vessels of the United States. The effect of this law upon the trade between the islands and the home country is problematical.

We exported to the United States in the year 1904, \$8,313,742 worth of Philippine products, of which \$1,806,557 worth, about 20 per cent, was carried in American vessels. These exports consisted mainly of hemp, the value of that article shipped to the United States being \$2,717,035 United States currency, leaving but \$96,000 to be accounted for by other articles of Philippine production. Apparently the act of Congress above quoted will not have an injurious effect as far as the exports of the islands to the United States are concerned, unless it should so increase freight rates on Manila hemp as to compel users of hemp in the United States to find a substitute therefor. Neither can it seriously or injuriously affect the Philippines in the matter of imports from the United States, for reason—that if freight rates are advanced on articles imported from the United States the merchants doing business here will cease to buy in the United States and transfer their trade elsewhere, that it is fair to presume that the effects of this law, if felt by any one, will be felt by the people of the United States and not by the Philippine Islands. The wisdom of this act of Congress is justified by the desire to retain in the hands of our own people, by those residing in the United States or in the Philippine Islands, the carrying of our own products and manufactures between our own ports, and it is undoubtedly true that, as the carrying trade demands it, a sufficient number of vessels will be engaged in the traffic between the United States and the Philippine Islands to transport cheaply and economically the cargoes offered, and that this fleet of vessels will be augmented as the increase in the business demands.

The coastwise fleet of the Philippine Islands consists of 510 vessels ranging from 20 to 600 tons, the greater part of these being steamers and sailing vessels of comparatively small tonnage. In addition to these vessels there are several hundred small vessels under fifteen tons gross which operate under what is known as a special coastwise license, and which are at the

present time limited in their operations to certain parts of the coast line of the Islands.

The Philippine Islands have a coast line of over 11,000 miles, more than double that of the United States. We are without railroads except the line between Manila and Dagupan and no wagon roads exist over which our trade can be transported. For these reasons among others the flow of inter-island trade and travel is confined by, and dependent upon, such coastwise vessels as are available for service.

If these vessels are adequate, and transport freight and passengers at reasonable rates, and if they furnish service to all parts of the islands, production will increase, business revive, and conditions become better. If, however, the service is not equal to the demands, or if the rates charged are exorbitant, production will decline or remain stationary, and business languish. The lack of transportation facilities and the lack of means whereby produce may be readily forwarded to market has unquestionably retarded development and production, and no great progress, commercially or otherwise, can be hoped for or expected till more rapid and less expensive transportation facilities are provided.

The Government is apparently willing and anxious to advance material conditions in every possible way, and is also ready to foster and protect the interests of the people to every possible extent. The shipping interest is primarily, the interest of the inhabitants of the island, and they are the ones who are charged with the responsibility of its development and betterment. The Government may establish nautical schools for the training of young men as navigators and engineers; it may build wharves and piers; improve harbours and build lighthouses; but it probably will not build, own and operate vessels. This must be done by the people.

The present laws provide that vessels may operate in the coastwise trade provided they are owned, 1. By a citizen of the United States residing in the Philippine Islands, or a corporation or company created under the laws of the United States, or any state thereof, or of the Philippine Islands, provided that any duly authorized officer of such corporation or company, or the managing agent or master of the vessels for which the bonds is sought, resides in the Philippine Islands; 2. A native inhabitant of the Philippine Islands, upon taking the oath of allegiance to the United States; 3. A resident of the Philippine Islands before April 11, 1899, hitherto a subject of Spain, upon abjuring his allegiance to the crown of Spain and taking the oath of allegiance to the United States; provided such vessels are registered and take out the necessary license to engage in the coastwise trade. Practically, this reserves to the inhabitants of the Philippine Islands all rights to engage in the inter-island carrying trade, and puts upon them the burden and responsibility of providing a coastwise fleet adequate to handle the business of the islands as it at present exists, and to provide a sufficient and adequate increase to the fleet as business conditions demand; bearing in mind always the fact that increased production and development must be encouraged and stimulated by transportation and communication facilities. Up to the present time the provisions of the law have not apparently had the desired effect, and no radical change in the commercial or material development of the islands will occur till it is encouraged and fostered by improved facilities.

If we cannot build vessels in the Philippine Islands we can at least own them, and no reason exists at the present time why vessels for the coastwise trade and, for that matter, for the foreign trade, cannot be purchased abroad by one of the classes of citizens authorized to own and operate vessels, brought to the Philippine Islands, and registered therein. This, to my mind, would be infinitely better than to allow the present conditions to exist without an effort being made to improve them. As long as it is necessary to import the immense quantities of food products, especially rice, which are annually brought into the Philippine Islands there is apparently no reason why such food products should not at least be carried in vessels of the Philippine Islands. This would save us the immense sum of money which is now paid out for carriage charges, and would furnish employment to a large number of seamen.

Neither is any reason seen why vessels of the Philippines Islands should not control the immense carrying trade between our ports and the port of Hongkong, and again save to the people of the islands the freight charges now being paid to these vessels. European cargo at the present time is being transhipped in foreign vessels from the port of Singapore to the ports of Iloilo and Cebu, instead of being brought to Manila and shipped to Iloilo and Cebu by coastwise vessels, for the reason that a cheaper rate of freight can be obtained out of Singapore than can be obtained out of Manila, and this is one of the best illustrations of the expensive operations of the coastwise trade. It is a condition that badly needs a remedy, and that remedy is primarily, increase in the number of ships, increased efficiency in both officers and crews, and a material and decided decrease in the cost of operation.

The Government is spending immense sums of money in the improvement of all the ports of Manila, Iloilo and Cebu, and at all three of these ports it is building docks and piers and providing improved facilities for the loading and discharge of both foreign and coastwise ships.

Unless the people take advantage of these improvements the material benefit will go to the owners of the foreign ships which enter these ports.

No nation or people have become great, prosperous or influential among the nations of the world without first becoming powerful on the seas, and without merchant marine capable of carrying its products and manufactures to other countries and returning with the merchandise received in exchange. The Dutch Republic was a power in the world because her merchant fleet covered the seas and she carried the products of other countries to the world's markets. She sank almost to insignificance after her fleets were destroyed by the growing power of England. Spain and France were shown of their influence by the same great sea power, and all three nations were deprived of their colonies and almost all their commerce by the English people. Japan within the last fifty years has risen to prominence in the world's affairs primarily on account of her development on the sea, and her recent wonderful success is due to her ability to control the seas as against her enemy—and to transport in her own vessels soldiers and supplies. The protection which our commerce needs is at hand in the navy of the United States. The only thing which remains to be done is the development of the carrying trade, and this rests solely and entirely with the people. Will they take advantage of it, or not?—*Daily Bulletin's Third Annual.*

**NOTICE TO KOWLOON RESIDENTS**

EXTRA COPIES of *Daily Press* are on sale daily at Mr. H. RUTTONEE'S KOWLOON STORE, No. 38, Elgin Road, and Mr. AH YAT'S FERRY WHARF STALL. Price 15 cents per copy each.

Hongkong, 22nd December, 1903.

**MANILA, THE TRADE CENTRE OF THE ORIENT.**

[BY MAJOR-GENERAL HENRY C. CORBIN.]

The importance of Manila as a shipping centre depends not alone on the agricultural and mineral resources of the country, but on the facilities at this port for handling goods with the object of transshipping them to America, China, Japan, Cochin China, the Straits Settlements, Java, Borneo, India and the Islands of Oceanica and Australia.

If these vessels are adequate, and transport freight and passengers at reasonable rates, and if they furnish service to all parts of the islands, production will increase, business revive, and conditions become better.

If the service is not equal to the demands, or if the rates charged are exorbitant, production will decline or remain stationary, and business languish.

The lack of transportation facilities and the lack of means whereby produce may be

**CHARIVARI FROM "PUNCH."**

We live in revolutionary times. The representative of the War Office in the House of Lords has declared that a letter written by the Duke of Wellington on the subject of national defence cannot now be considered up-to-date.

The Army Council, too, is awake to the danger arising from our shortage of officers. King Alfonso of Spain has been appointed a British General.

The provincial journal which, the other day, published the following paragraph:—"Private letters from Madaga-car state that two cyclists have visited the island, causing the loss of 200 lives and immense damage to property," and followed it up with a leader virulently attacking motor cyclists, now informs us that the word should have been "cyclones." The printer has been warned.

Mr. Balfour has declared the invasion of England to be impossible, but, to make assurance doubly sure, the Aliens Bill will be persisted in.

Personally, we think it would have been much better fun if Mr. Balfour had not let it be known that a successful invasion is impossible, but had allowed the invaders to come, and then defeated them.

Another boat strike has happily been averted. A woman fled for drakness at Hill made the attempt, and the magistrate just ducked in time, and the boat missed his head by an inch.

Answer to a correspondent.—Yes, formerly the House of Lords was our final Court of Appeal, but now there is the *Daily Mail*.

"The Russian Army has worked like a machine?" remarked a Russophil, the other day. A flying machine?

**AMERICAN COMMENT ON LORD ROBERTS' CRITICISM.**

It is refreshing to read in the cables that Earl Roberts, the foremost soldier of Europe, says that the British army is unprepared for a prolonged struggle with a great Power. It took a great man to tell the parliament this. It is no much easier to play on the patriotic passion by heroes, so much less bothersome to say that our country is invincible, so less productive of argument to anesthetize the flag than it is to tell the truth of our national weakness—that one feels a mental brace at the plain words of such a distinguished fighter and statesman as Earl Roberts.

And statements of this kind are the forerunner of efforts to strengthen. They are the begetters of work for betterment. They puncture the flimsy fabric of supposed invincibility and make for large and perfect plans. All the world knows that Great Britain has a magnificent army and navy; that her soldiers are born combatants, and the centuries past have proved their ability and bravery on a thousand fields.

But nations degrade. Reliance on strength breeds carelessness. And this is what Lord Roberts would check. He knows that within at the most a decade the Lion must face the Bear on the borders of India. He would have his country ready for the fray; he would keep the forces of Britain at their maximum of preparedness, and Britain will do well to heed this old man who for 50 years has fought for her.

There is a lesson for America here. We are too confident of our resources. There is fast rising into overshadowing prominence in the Orient a Power which fate may ordain to be our rival and perhaps our enemy. Speak softly and carry a big stick.

But the stick should be dynamite.—Manila Cabaret.

**THE SEOUL-FUSAN RAILWAY.**

The completion of this important line of communication is even of international importance, for it marks a definite period in the construction of a through line that will connect Fusen with the whole of Europe. The trip from Tokyo to London will then require but a few hours of travel. The Korean Straits and the Straits of Dover are the Eastern and Western sea barriers which separate the two Island Empires from the great continent. To think that only a few miles of track require to be laid before this stupendous piece of work is completed is almost enough to take one's breath away. A few years ago it was laughed at as being the dream of a fanatic. To-day it is an accomplished fact. The dreams of yesterday are the realities of to-day.—*Yokohama C. C. Report.*

Logically, Manila should be the terminus of the big trans-Pacific liners, which should come directly here, and would probably do so if Manila was the distributing centre. The trip could be made from thirteen to sixteen days, as it would, so much nearer the markets of the United States. With the mammoth liners now on the Pacific bringing freight to Manila for distribution to the Asiatic ports, it may readily be seen how the business of the smaller shipping lines would be greatly increased.

The improvement of the port of Manila means much for the future commercial prosperity of the Philippines Islands. Experience with the trans-Pacific service, the system of lightage in voyage, and many other awkward details in the problem of getting goods and army supplies from ship to shore, showed plainly in the very first months of American occupation that the importance of this city as a shipping port would remain comparatively low unless modern docking facilities were provided. The money that has been paid for this great work is but little compared to the good that will result to the commerce and shipping of the United States and the Philippine Islands, to say nothing of saving to the government and revenue resulting in the commercial activity here.

The full development of this harbour, with reasonable rates for the government of shipmasters, will have a significance of very great importance and be far reaching in effect both here and at home, and give our people advantages in the Orient that will make our commerce the first of all the nations. Daily Bulletin's Annual.

**COMPEADORE WANTED.**

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Care of *Daily Press* Office.

Hongkong, 6th July, 1905. [1610]

TUITION.

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Hongkong, 4th July, 1905.

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IRON MERCHANTS.

SINGON & CO., Iron, Steel, Metal and Hardware Merchants. Wholesale and Retail. Brokers. Coke Importers. General Storekeepers and Commission Agents. 35 & 37, Hing Loong Street (1st Street, West of Central Market.)

PHOTOGRAPHER.

M. MUNIBEA, JAPANESE ARTIST. Brocide and Cyanogen Engravings and also colouring Photos and relief Photos. Views of China and Manila. Work done for Amateurs; No. 8a, Queen's Road Central.

PRINTING.

"DAILY PRESS" OFFICE. Proofs read by Englishmen.

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THE DIRECTORY AND CHRONICLE FOR 1905.

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TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA  
AND SUMATRA POETS.

## EUROPEAN SERVICE.

## OUTWAARDS.

FROM	STEAMERS	TO
GLASGOW and LIVERPOOL	"ACHILLES"	On 25th July.
GLASGOW and LIVERPOOL	"ANTENOR"	On 3rd August.
GLASGOW and LIVERPOOL	"MACHAON"	On 26th August.
GLASGOW and LIVERPOOL	"ORESTES"	On 9th August.
GLASGOW and LIVERPOOL	"ULYSSES"	On 9th August.
GLASGOW and LIVERPOOL	"OPACIF."	On 9th August.
GLASGOW and LIVERPOOL	"PELEUS"	On 16th August.
GLASGOW and LIVERPOOL	"ALCINOUS"	On 23rd August.
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 30th August.
GLASGOW and LIVERPOOL	"JASON"	On 31st August.
GLASGOW and LIVERPOOL	"TEENKAT"	On 10th September.

## HOMEWARDS.

FROM	STEAMERS	TO SAIL
GENOA, MARSEILLES and LIVERPOOL	"TELEMACHUS"	On 24th July.
LONDON, ARSTERDAM and ANTWERP	"AJAX"	On 1st August.
LONDON, ARSTERDAM and ANTWERP	"IDOMENEUS"	On 15th August.
GENOA, MARSEILLES and LIVERPOOL	"STENTOR"	On 20th August.
LONDON, AMSTERDAM and ANTWERP	"PAKLING"	On 29th August.
LONDON, AMSTERDAM and ANTWERP	"ACHILLES"	On 15th September.
GENOA, MARSEILLES and LIVERPOOL	"YANGTSZE"	On 20th September.
LONDON, AMSTERDAM and ANTWERP	"ANTENOR"	On 26th September.

Taking cargo for Liverpool at London rates.

## TRANS-PACIFIC SERVICE.

Operating in conjunction with

## THE NORTHERN PACIFIC RAILROAD CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA	"MACHAON" "JASON"	On 7th August. On 3rd September.
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"TELEMACHUS" "NINGCHOW"	On 20th July. On 17th August.

For Freight, apply to—

BUTTERFIELD & SWIRE,  
AGENTS. [910]

Hongkong, 18th July, 1905.

CHINA NAVIGATION CO.  
LIMITED.

STEAMERS	TO SAIL
SWATOW, WEIHAIWEI, CHEFOO, and TIENSIN	"CHIHLI"
YOKOHAMA and KOBE	On 21st July.
SHANGHAI	"TSINAN"
ILIOLO	"YOKHOW"
MANILA	"KALGAN"
CEBU and ILIOLO	"DEAN"
MANILA, ZAMBOANGA, FORT DARWIN, THURDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"SUNGKANG"
The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.	
Taking cargo on through bills of lading to all Yangtze and Northern China Ports.	
Taking cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.	
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.	
For Freight or Passage, apply to—	
BUTTERFIELD & SWIRE, AGENTS.	[11]

Hongkong, 20th July, 1905.

## SOUTH AFRICAN LINE OF STEAMERS.

HONGKONG DIRECT, OR VIA CHEFOO OR CHIN-WAN-TAO, TO DURBAN, NATAL. The following chartered steamers will run at intervals of about 3 weeks:

S.S. "LOTHIAN"	Captain J. C. Williamson.
S.S. "INDRAVELLY"	Captain S. Callington.
S.S. "COURTFIELD"	Captain J. W. Martin.
S.S. "CRANLEY"	Captain W. E. Steele.
S.S. "IKBAL"	Captain M. Robertson.
S.S. "ASCOW"	Captain C. E. Cox.
S.S. "SIKH"	Captain J. Rowley.
S.S. "INKULA"	Captain Dean.
S.S. "KATHERINE PARK"	Captain Copp.

For Freight, apply to

GIBR, LIVINGSTON & CO.,  
AGENTS.

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Hongkong, 10th February, 1905.

## HONGKONG-MANILA.

Highest class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon midship, Electric Light. Perfect Cuisine. SURGEON and STEWARDESSES carried. All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila	Sat. 22nd July, Noon.
RUBI	2540	A. H. Notley	Manila	Sat. 29th July, Noon.

For Freight or Passage apply to

SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.

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Hongkong, 17th July, 1905.

## HONGKONG NEW YORK.

## AMERICAN ASIATIC STEAMSHIP COMPANY.

## FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

S.S. "INDRAWADI" ... On 31st July.

S.S. "SIERRA BLANCA" ... On 20th September.

For freight and further information apply to

SHEWAN, TOMES & CO.,  
GENERAL AGENTS.

[1004]

Hongkong, 17th July, 1905.

CANADIAN PACIFIC RAILWAY CO.'S  
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THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA  
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SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

E.M.S. PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).  
"EMPERESS OF CHINA" 5,000 Tons Com. R. Archibald, B.N.D. WEDNESDAY, 2nd Aug.  
"ATHENIAN" ... 3,852 Tons Com. S. Robinson, B.N.D. WEDNESDAY, 9th Aug.  
"EMPERESS OF INDIA" 6,000 Tons Com. E. Bootham, B.N.D. WEDNESDAY, 23rd Aug.  
"TARTAR" ... 4,425 Tons Com. W. Davison, B.N.D. WEDNESDAY, 13th Sept.  
"EMPERESS OF JAPAN" 6,000 Tons Com. H. Pybus, B.N.D. WEDNESDAY, 20th Sept.  
Hongkong to London, 1st Class via St. Lawrence \$20, via New York \$22  
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SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval  
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## INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).

FOR SHANGHAI VIA NINGPO ..... STEAMERS TO SAIL  
"TUNGSHING" Thursday, 20th July, 3 p.m.  
"MANILA" ..... "YUENSANG" Friday, 21st July, 4 p.m.

SINGAPORE, SOURLABAYA and SAMARANG ..... Saturday, 22nd July, 3 p.m.  
SHANGHAI ..... "HANGSANG" Saturday, 22nd July, 3 p.m.

These steamers have superior accommodation for First-Class Passengers and are fitted  
throughout with Electric Light.

Taking cargo on through bills of lading to Chefoo, Tientsin and Yangtze Ports.

For Freight or Passage, apply to JARDINE, MATHESON & CO.,  
GENERAL MANAGERS. [16]

Hongkong, 10th July, 1905.

VESSEL ON THE BERTH

DAMPFSCHEIFFER-RHEDEDELI "UNION" ACTIEN-GESELLSCHAFT

FOR NEW YORK  
With Liberty to Call at the Malabar Coast.

THE Steamship

"VERONA". Captain Dobson will be despatched for the above port on or about TUESDAY, the 25th July.

To be followed by the Steamship "ALBENGA".

Captain Peterson, on or about end of August.

For Freight, apply to CARLOWITZ & CO., Agents.

Hongkong, 19th June, 1905. [148]

SHIPPING IN PORT.

STEAMERS ALDENHORN, British str. 1,354, Adam, 24th July—Chinkiang 20th June, General—Doddwell & Co.

ABEDOU, British str. 2,270, W. L. Smith, 16th July—Moj, 10th July, Coal—Doddwell & Co.

PROCESS, German str. 1,625, F. Bremer, 15th July—Cob, 12th July, General—Hamburg-Amerika Line.

SAINT BEGULUS, British str. 2,400, Berg, 10th July—Newcastle (N.S.W.) 13th June, Coal—Order.

SHAWARTZ, American str. 6,195, V. Roberts, 16th July—Tacoma and Manila 13th July, Flour—Doddwell & Co.

TSINAN, British str. 1,469, C. Lindbergh, 18th July—Australia and Manila 16th July, General—Butterfield & Swire.

TUNGSHING, British str. 1,172, Bischoff, 16th July—Wuhu and Chinkiang 6th July, General—Jardine, Matheson & Co.

ZAMBESI, British str. 2,415, Rooney, 12th July—Calcutta 28th June, Coal—Jardine, Matheson & Co.

ZAMBIA, British str. 1,618, R. Rodger, 17th July—Mamia, 15th July, General—Shaw, Tomes & Co.

CITY OF BIRMINGHAM, British schooner 90', J. Watson, 14th May—Grimsey 26th Mar.—Order.

TRAVANCORE, British ship, 1,900, Chamberlin, 8th June—towed from Harlem Bay by tug Robert Cooke.

HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacrity, despatch-boat, 1,700 tons, 10 guns, 3,000 h.p., Com. E. M. Harbord, Weihaiwei.

Andromeda, cruiser, 12,500 tons, 16 guns, 1,650 h.p., Capt. Nelson Ommanney, Weihaiwei.

Arun, torpedo boat destroyer, 550 tons, 6 guns, 700 h.p., Lt.-Comdr. R. Henklein.

Aszcension, British str. 1,129, P. H. Rolfe, 17th July—Shanghai 13th July—Swatow 18th July—General—Jardine, Matheson & Co.

Chihli, British str. 1,143, Hooker, 16th

## POST OFFICE NOTICES.

On and after 15th July, 1905, the rate of postage on letters from Hongkong and the British Postal Agencies in China to Australia will be at the rate of 4 cents for each half ounce instead of 10 cents as at present.

The rate of postage on letters from Australia to Hongkong and the British Postal Agencies in China will be reduced from 2d. to 1d. for each half ounce.

The s.s. *Sydney*, with the French mail of the 23rd June left Singapore on Monday, the 17th inst., at 3 p.m., and may be expected here on or about Monday, the 24th inst. This packet brings replies to letters despatched from Hongkong on the 23rd May.

187 Mails for CANTON, SAMSHUJ, and WUCHOW are closed on week-days at 7.30 a.m.

On Sunday the mail for Macao is closed at 8 a.m.

A mail for MACAO per s.s. *Winghai* is closed every week-day at 5 p.m.

Mails for NAMAO, SANBUE, KONGMUN, KUNCHUK, SAMSHUJ, WUCHOW and CANTON are closed every week-day at 5 p.m. On Sundays the mails are closed at 9 a.m.

No mails are despatched to these places on Saturday evenings, unless previously notified.

## MAILS WILL CLOSE

PER DATE.

Daijin Manu. Thursday, 20th, 8.00 A.M.

Devaroogee. Thursday, 20th, 10.00 A.M.

Shantou. Thursday, 20th, 11.00 A.M.

Hemusun. Thursday, 20th, 12.15 P.M.

Tungshing. Thursday, 20th, 2.00 P.M.

Printed Matter and Samples. 2.00 P.M.

Sukien. Registration... 2.00 P.M.

(Registration with late fee of 10 cents, up to 2.45 P.M.)

Letters... 3.00 P.M.

Thursday, 20th, 5.00 P.M.

Fri. Friday, 21st, 5.00 P.M.

Haitien. Friday, 21st, 9.00 A.M.

Bangkok. Friday, 21st, 11.00 A.M.

Austria. Friday, 21st, 11.00 A.M.

Chili. Friday, 21st, 12.15 P.M.

Hongkong. Friday, 21st, 2.00 P.M.

Yensheng. Friday, 21st, 3.00 P.M.

Numania. Saturday, 22nd, 9.00 A.M.

Zafra. Saturday, 22nd, 11.00 A.M.

Heungshan. Saturday, 22nd, 12.15 P.M.

Hangang. Saturday, 22nd, 2.00 P.M.

Chunang. Saturday, 22nd, 3.00 P.M.

Kalaya. Saturday, 22nd, 3.00 P.M.

Tirman. Saturday, 22nd, 3.00 P.M.

Yochow. Saturday, 22nd, 3.00 P.M.

Heungshan. Saturday, 22nd, 3.00 P.M.

Tourane. Letters... 11.00 A.M.

Zietien. Octes. 18th-Baroole, Benglo, Bantu, Freya, Pocahontas.

ARRIVALS AT HOME.

July 18th—Segara, Indraji.

PASSENGERS ARRIVED.

Per Haitsen, from Coast Ports, Miss Rodgers, Mr. A. D. A. Reza.

Per Malacca, from London for Hongkong, Mr. T. A. Clarke; for Shanghai, Messrs. J. Cox and L. Stroud and Mrs. Waite and infant; for Yokohama, Mr. A. J. Bolus.

Per China, from San Francisco, &c., Mr. T. L. Brett, Liens, S. W. Brewster and T. J. Grant, Messrs. G. Fujisawa, E. H. Foot, H. M. Hebbins, T. H. Kendall, V. A. Murray, Thos. Reed, R. F. Smith, and Major R. H. Noble.

DEPARTED.

Per Mongolia, for China and Japan ports, Messrs. T. Tsukui, Geo. E. Dow, H. Helecker, J. W. Crouch, Miss D. Comar, Mrs. R. Conner and 2 children, Messrs. A. R. Peterson, U.S.N., G. F. Norton, W. O. Hickok, C. M. Ede, Mrs. P. W. McKinle, Mr. and Mrs. C. S. Lee and 4 children, Messrs. J. C. Macdonald, Isaac Chapman and M. Somozas; for Honolulu, Dr. E. Waterhouse; for San Francisco, &c., Messrs. F. Fete, Jos. Weisberger, John Broderon, L. L. Favott, Mrs. J. E. Carter, Miss Mary Carter, Messrs. J. W. Towne, J. C. Craig, A. D. Walk, Mr. and Mrs. Louis Bow, Mrs. L. J. Wright, Miss A. K. Springer, Mrs. E. T. Hull, Messrs. Top Bottom, Lee Bayley, C. M. Monsmith, Mrs. C. B. Welton and infant, Mr. C. W. Rosenstock, Mrs. F. L. Stevens, Mr. M. Stevens, Dr. and Mrs. Thomas, McCleary and 2 children, Mrs. Sadie Pike, Mrs. C. W. Vance, Messrs. W. S. Barclay, D. G. Alexander, Mr. and Mrs. T. E. Dow, Messrs. Geo. C. Wegmann, A. McFeron, Mrs. Chas. Fong and 2 children, Messrs. J. S. Walker, B. F. Sulwak and A. N. Barrie.

## CLOSING QUOTATIONS.

12th July.

ON LONDON.—Telegraphic Transfer, 1/10d.

Bank Bills, on demand, 1/10d.

Bank Bills, at 30 days' sight, 1/10d.

Bank Bills, at 4 months' sight, 1/10d.

Credit, at 4 months' sight, 1/10d.

Documentary Bills, 4 months' sight/1/10d.

ON PARIS.—Bank Bills, on demand, 237.

Credit, at 4 months' sight, 240.

ON GERMANY.—On demand, 193.

ON NEW YORK.—Bank Bills, on demand, 346.

Credit, 60 days' sight, 462.

ON POMER.—Telegraphic Transfer, 1/10d.

Bank, on demand, 1/10d.

ON CAMBUTA.—Telegraphic Transfer, 1/10d.

Bank, on demand, 1/10d.

ON SHANGHAI.—Bank, at sight, 71.

Private, 30 days' sight, 72.

ON YOKOHAMA.—On demand, 92.

ON MANILA.—On demand—Peso—92.

ON SINGAPORE.—On demand, 6 p.c. p.m.

ON BATAVIA.—On demand, 1/10d.

ON HAIPHONG.—On demand, 1/10d.

ON SAIGON.—On demand, 1 p.c. p.m.

ON BANGKOK.—On demand, 62.

SOBRIETIES, Bank's Buying Rate, 10.45.

GOLD LIAR, 100 fine, per tael, 55.60.

BAR SILVER, per oz., 274.

## OPIUM.

19th July.

Quotations are—Allowances not to 1 cent.

Malwa New... \$1180 to — per piec.

Malwa Old... \$1120 to — "

Malwa Older... \$1120 to — "

Perjal extra fine... \$1020 to — "

Patna New... \$1105 to — per chest.

Patna Old... \$1067 to — "

Benzare New... \$1067 to — "

Benzare Old... \$1067 to — "

## VESSELS EXPECTED.

## THE GERMAN MAIL.

The I.G.M. Australian str. *Prinz Sigismund* left Sydney on Saturday, the 8th July at 2 p.m., and may be expected here on Monday, the 31st July.

## THE FRENCH MAIL.

The M.M. str. *Sydney* left Singapore on the 17th July at 2 p.m. for this port via Saigon.

## THE CANADIAN MAIL.

The C.P.R. str. *Empress of China* arrived at Yokohama at 8 a.m. on Monday, the 17th July, and left again at 2 p.m. same day for Kobe, where she was due to arrive at 2 p.m. yesterday.

## MEBOHAN STEAMERS.

The A. & O. str. *Couleton*, from New York, left Singapore on the 14th July, and is due here to-day.

The H.A.L. str. *Sandakan* from Hamburg, left Singapore for this port on the 18th July, p.m. and may be expected here on the 24th July, p.m.

The C.P.R. str. *Athenian* arrived at Kobe at 8 p.m. on Sunday, the 16th July, and left again at 4 p.m. on Monday via Nagasaki for Shanghai, where she is due to arrive at 5 a.m. on Friday, the 21st July.

The H.A.L. str. *Sandakan*, from Hamburg, left Singapore for this port on the 18th July, p.m. and may be expected here on the 24th July, p.m.

The C.J.C. str. *Tiyamasa* left Moji on the 16th July, and is expected here on the 20th July.

The Boston S.S. Co. str. *Tremont* sailed from Seattle on the 24th June for usual ports of call.

The P. & A. str. *Arabia* sailed from Portland on the 2nd July, and is expected here on the 3rd August.

STEAMERS PASSED THE CANAL.

June 27th—Bentley, 30th—Achilles, Agincourt, Wittekind, July 4th—Emericzky, Poona, Sydney, Pyrus, Korano, Borneo, Oceano, Athol, Stuttgart, 7th—Antenor, Cendura, Glenroy, Machado, Merionethshire, 11th—Sectra, Prinz Eitel Friedrich, 14th—Armand Béth, Kintuck, Opak, Ulysses, Intrasanha, Hongkong, 15th February, 1905. [1078]

## MITSU BISHI GOSHIKWAISHA

(MITSU BISHI CO.).

COAL DEPARTMENT

MARUJO-UCHI, TOKIO.

Cable Address, "IWASAKI,"

which applies to all Branch Offices and Hongkong and Shanghai Agencies.

AI, ABC 6th Edition, Western Union Codes used.

All Letters Addressed—

MANAGE, MITSU BISHI CO., with name of place under.

BRANCH OFFICES—NAGASAKI, MOJI, KOBE, KARATSU AND HANKOW.

AGENCIES—SHANGHAI, H. H. TRIPP.

HONGKONG, H. U. JEFFRIES.

MANILA, MACDONALD & CO.

CHINKIANG, GEARING & CO.

YOKOHAMA, M. ASADA.

CONTRACTORS OF COAL to the Imperial Japanese Navy and Foreign Navies; the Imperial Arsenals; the Imperial Railway; Sanyo, Kiushu and the other Principal Railways; Industrial Works; Home and Foreign Trade and Freshwater Steamers.

EXPORTERS OF COAL to Hongkong, Shanghai, Hankow, Singapore, Manila, North China, Korean ports and America.

SOLE PROPRIETORS of Takashima,

Ochi, Shimewa, Nasanaga and Kami-Yamada Collieries and also Hojo Colliery, which will shortly be ready to produce on a large scale the best Bizen Coal.

SOLE Agents for Kigyo, Komatsu (Tagawa) and Yoshiromachi Coal (Karatzu).

The Head and Branch Offices and the Agents of the Company will receive any order for Coal produced from the above Collieries.

Coal sold in 1904 by the Company amounted to 1,520,000 tons.

TAKASHIMA COAL.

New and additional shafts at the Takashima Colliery have been completed and this well-known best and most economical steam Coal in the East is now produced in abundance and can be supplied in any quantity.

Hongkong, 15th February, 1905. [1078]

## THE NOTED BRAND OF THE OLD COACHING DAYS.

SOLE AGENTS:

LANE, CRAWFORD & CO.

Hongkong, 6th April, 1905. [92]

PLATED GLASS AND CROCKERY WARE, &c., &c.; and FOOCHOW LACQUERED WARE. 63, QUEEN'S ROAD CENTRAL, Hongkong, 21st September, 1903. [223]

A. LING & CO., FURNITURE STORE, 18, QUEEN'S ROAD CENTRAL, Hongkong, 21st September, 1903. [223]

PRINTERS AND PUBLISHERS, 18, QUEEN'S ROAD CENTRAL, Hongkong, 21st September, 1903. [223]

PRINTERS AND PUBLISHERS,